



## WAGON-MASTERS AND OTHERS,

In Charge of Trains of

WILL BE GOVERNED BY THE FOLLOWING

## RULES AND REGULATIONS.

- 1st. Swearing, gambling and intemperance will not be allowed in camp or on the Plains.
- 2d. The men are subject to the full control and orders of the Wagon-Master in charge, who has power to discharge men for violation of rules or failure of duty; furnishing each man discharged with a note stating the cause of his discharge and statement of his account in the Train-Book.
- 3d. In transferring men from one train to another, make a transfer also of accounts to train-book of such trains as they may join; lut such transfer of men shall not take place unless actually necessary for the furtherance of the trains.
- 4th. Keep no accounts in the Train-Book when men trade with each other, as it produces confusion in their accounts at this office.
- 5th. If, from any cause, there be reason to suspect a man of running off, his outfit will be kept from him until his services are sufficient to pay for the same.

6th. The death of men, and the cause thereof, shall be entered in the Train-Book, at the proper date, and reported at the first station, and also to this office, by letter.

7th. The outfits of men discharged for bad conduct shall be retained in the keeping of wagon-masters.

8th. No outfit of goods will be furnished men before the time of starting for the Plains.

9th. Wagon-Masters will be registered at time of entering service, and the rate of wages in camp and on the Plains set down, and the same transferred to their train-book at starting.

10th. They and the authorized agents on the road only shall have access to the train-books; no one else shall write or mark in the same.

11th. Wagon-masters are not permitted to dispose of any cattle or other property; but, in ease any cattle become unfit to continue the journey, they are authorized to leave them with some responsible party, taking their receipt for the same (for which blanks are furnished you), and also a daplicate receipt in train-book, under its proper head.

12th. Upon starting, they will be charged with the cattle, wagons, yokes, chains, and all other property in their trains; and, upon their return, they will be required to account for the same.

13th. They shall take a receipt for all property delivered on the road and at their destination, and report the same to this office, retaining a copy in the train-book.

14th. They shall keep in the train-book a regular list of cattle that may die, get lost, be rauched or left, and report the same to this office.

15th. They shall keep in the train-book, in the proper place, an account of all orders given, stating the amount and for what purpose. They shall also keep a true account of all train expenses.

16th. They are allowed to make purchases for the men, on our account, at

only, and they must see that they are properly entered on each man's account in the train-book.

17th. Full rations are furnished each train, with which it is expected the trip will be made. Should additional purchases be made on the road, they will be charged pro rata to the entire camp, unless it should be satisfactorily shown the deficiency was occasioned by unavoidable detention.

18th. Wagon-masters should make themselves familiar with the train-book, and all these rules, regulations and instructions, by frequently reading the same. They should, also, make the men fully acquainted with the rules relating to them.

19th. Assistants are subject to the same rules and instructions that govern wagon-masters, in their relative places.

## INSTRUCTIONS

TO

## WAGON-MASTERS,

AND ALL EMPLOYEES CONNECTED FOR TRANSPORTING TRAINS.

1st. Commence with first wagon, and corral half the wagons on the right-hand side the ground selected.

2d. Stop the middle wagon of the train directly opposite, and not less than twenty to twenty five feet from the first wagon, and corral opposite. This will make a wide gap, which is very necessary. The wagon master should be on his feet during corraling.

3d. As it requires three men to corral a wagon, you must select an experienced hand to drive your lead team, so that, when he stops, he can assist the next teamsters, he being on one side, the wagon-master on the other, and the teamster with his lead cattle, to prevent them tangling with the team ahead. He can assist until he is released by the assistant, who must be on foot.

4th. When about coralling, caution your men against exciting the eattle, by hallooing and cracking whips at them. They should be so careful that a long, deeptoned "whoa" would stop their teams in the exact spot required.

5th. Teamsters should not commence to unyoke till their side of the corral is completed, and then they will begin with the leaders and continue down to the wheelers, always loosing the chain and yoke from those yoked.

6th. If water be near the camp, let the cattle feed to it instead of being driven there; but if necessary to drive them, let them linger some time about the water, so that they all may become cool and have a chance to satisfy their thirst.

7th. See that the cattle get on the best feeding ground in the vicinity of the camp, and also that, when turned out, they have a sufficient guard by day and night, and never to be left without a guard.

8th. In driving eattle to corral, men enough must be employed to encircle them and drive them directly in; and, when at a distance from eamp, drive them very slowly, as fast driving injures them greatly.

9th. No man should begin yoking before the cattle have had two or three minutes to become quieted in; then all should enter and yoke in a quiet, gentle manner. First, yoke the wheelers, and chain them to the front wheels outside the corral, or hitch them to the tongue; secondly, yoke the leaders and fasten them to the wagon on the inside, then the yoke next the leaders, and so on till the whole team is yoked and hitched up, when they will be taken out of the corral and hitched to the wagon.

10th. While yoking, a man must be in the front gap, and two or three in the hind one. If not required at the gaps, the wagon-master must be instructing the teamsters how to yoke with the greatest facility.

11th. After leaving corral, do not travel more than one half to one mile before stopping eight or ten minutes for the cattle to breathe and urinate, particularly if the weather be warm and the cattle very full. When you have selected a capable hand to lead the train, always keep him as a leader; and if all the teamsters keep the places they had when starting, they soon learn in what way to manage their teams, and the teams soon learn the art of corralling.

12th. When traveling or corralling, every man must keep a strict observance to the password, so that, if any accident occur in the train, the whole train may be notified at once, and all assistance rendered that is necessary.

13th. Drive the oxen into the corral in the morning as soon as the teamsters can see to yoke, and travel till about 10 o'clock, a.m., varying an bour, more or less, according to camping ground. Remain in camp two or three hours, and then make the evening drive. These rules are for conducting a loaded train.

14th. The same rules may be observed in an empty train, in regard to hitching up as early as you can see; but in this case travel until 7 or 9 o'clock, a. m., according to the time of getting off. As a general thing, an empty train should not travel more than from six to eight miles, and a loaded train from seven to ten, according to camping ground. The hands should cook and cat in such time as to enable the train to hitch up again in an hour and a half to two hours, when you will make another drive of from six to eight miles, and then remain in camp three or four hours, as this is the warm part of the day, and this will give animals and men chance to rest; then hitch up, always taking your stout-

est cattle for the teams, and make an evening drive, which will sometimes throw you a little after dark in coming to camp. When arrived, turn out your cattle, put out your guard, and let the rest of the hands go to bed. This will give hands two meals a day, which is sufficient for men on the Plains, as they eat hearty and have strong diet.

15th. Before starting, see that the lock-chains are properly wrapped, so as to prevent cutting the spokes; and to keep them so during the whole trip, you should provide yourself with suitable gunny sacks before starting.

16th. Keep your wagons well greased, as a failure in this often ruins boxes; also, once a week, if not oftener, have a little grease put in the hook of each oxehain, in the goose neck of the tongue, and in the yoke staples which have rings.

17th. Do not allow the men to whip their teams at all. The use of profane language is strictly forbidden. We expect our trains to observe the Sabbath, and whenever an opportunity occurs to hear preaching, embrace it. We want our men to pay due respect to all persons they meet on the road, whether Indians or Whites, as many difficulties often occur from abuse and insult offered to inoffensive people.

18th. The wagon-master must see that all his orders are obeyed promptly, and exactly as given; if this be the ease, he will be respected. And it is our wish that he should see that the hands cultivate a feeling of self-respect and friendsihp, that nothing but the kindest feelings may exist among them. This is necessary for the well-being of every body of men associated together promiseously, as they are with trains on the Plains.

19th. You will see by these rules that loaded trains ought to travel from fifteen to eighteen miles per day, the weather being ordinarily good, this being done in two drives, as heretofore written; and returning trains should travel from eighteen to twenty-one miles per day, in ordinary good weather, this being done in three drives, as heretofore stated.

20th. We will add that the statements made above are facts that have come under our presental execution during an experience of several years on the Plains; and we know them to be of indispensable importance, and that they must be strictly obeyed in order to follow the

Plains with any success.



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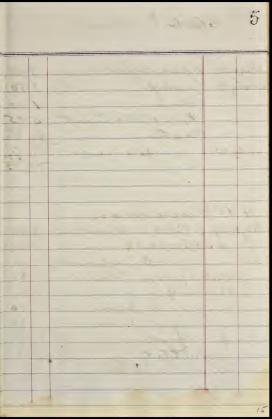
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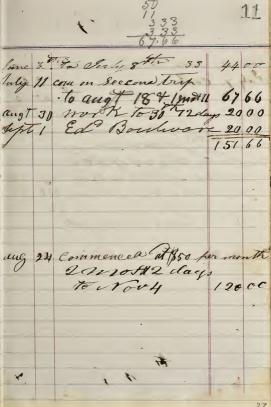
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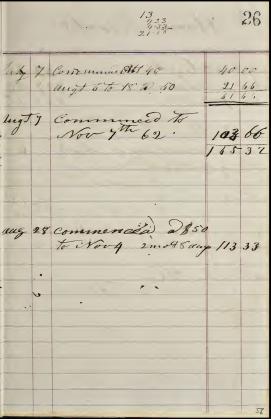
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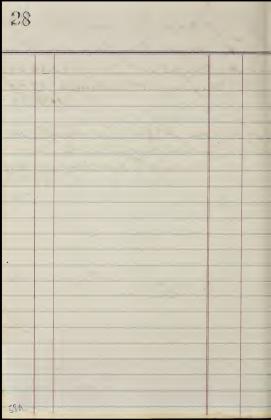
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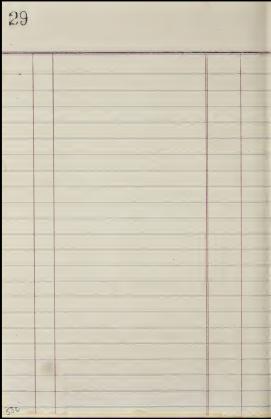


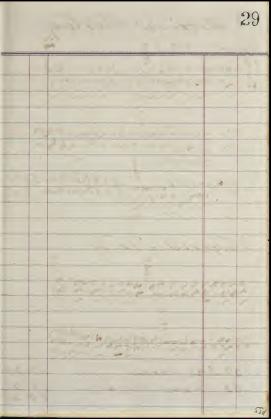
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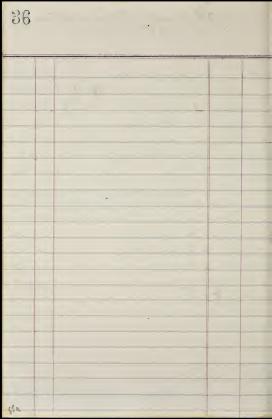
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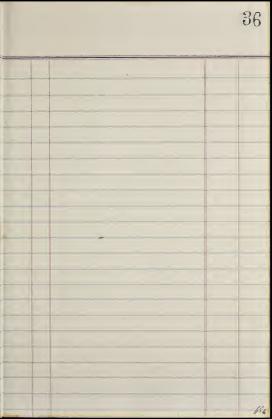
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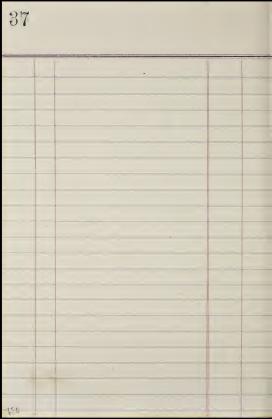
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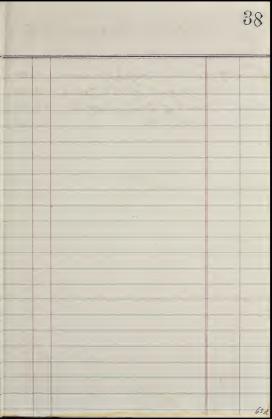
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# CATTLE

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### ACCOUNT.

DATE.

DIED, RANCHED AND LOST. WHERE DELIVERED. NO. HEAD.

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43

No. Rec'd.

No. Ret'd.

Exp'd,

## Outfit Account.

ARTICLES.

157/168	Cattle.
	Mules.
2 2	Horses.
13 14	Wagons.
	Yokes.
73	Chains.
26	Sheets.
2 3	Saddles.
2 3	Bridles.
19 Sack	Blankets.
2 3	Lariats.
	Picket Pins.
/ /	Medicine Chests.
6 6	Mess Boxes.
	Pipe Boxes.
17 Extra	Ox Bows.
1	Buckskins. Locly 15 Pin
. 10 - 12.	Ox Lashes.

### Outfit Account.

No. Rec'd.	No. Ret'd.	Exp'd.	ARTICLES.
2			Spades.
			Augurs.
4			Drawing Knife.
/			Hand Axe.
3			Chisels (Cold, Wed. and M.)
,			Hand Saws.
			Hand Hammers.
. /			Set Hammer,
1			Shoeing Hammer.
/			Rasp.
1,			monthy wrinch
1			Pair Pincers.
2			Axes.
1			Gimlets.
1			Brack 36ts
- 1			file
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			72

### Outfit Account.

No. Rec'd.	No. Ret'd. Exp'd.	ARTICLES.
5	hip	Levers and Stands.
1		Reaches.
1		Axles.
/		Tongues.
1		Goose Necks.
		King Bolts.
8		Tongue Pins.
1.5.	2	Tongue Rods.
, '	,	Clevis.
20		Lap Links.
20		Chain Hooks.
9	24	Staple Keys.
8		Lynch Pins.
. 8		Bolts.
19		Esses.
32	.=	Ox Shoes.
4"	4	Ox Nails.
13 8	2	Bolsters Stoples for Al

## Outfit Account.

No. Rec'd.	No. Ret'd.	Exp'd.	ARTICLES.
//			Mess Pans.
4			Mess rans.
2			Fry Pans.
4			
-1			Dope Kettles.
2			Skillets and Lids.
2/2			oven
2-			Coffee Pots.
2	2		Coffee Mills.
18	6		Tin Curs.
17	6		Tin Plates.
12	2		Water Kegs.
2	1		Water Buckets
			Tripods.
6			Iron Spoons.
1			H. S. File.
2			Padlocks.
1			Lanterns.
			Brud pans
			/
-			74

# ORDERS.

EATE.	TO WHOM GIVEN.	FOR WHAT GIVEN.	AMOUNT.	
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### ORDERS.

DATE. T	O WHOM GIVEN.	FOR WHAT GIVEN.	AMOUNT.
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49

## Receipts for Cattle.

#### FORM OF RECEIPT.

Received. Ranche, 18b .... , of Magon- Master for head work-oxen, branded to be sanched at dollars per month. (Signed in Duplicate.) Received. Ranche , 180 ..., of Magon- Master for head work-oxen, branded to be ranched at... dollars per month. (Signed in Duplicate.) Received ..... Ranche, , 186 ...., cf Magon- Master for... head we keeven, branded to be ranched at dollars per month. (Signed in Duplicate.)

## Receipts for Cattle.

#### FORM OF RECEIPT.

Beceived,	
NVagon-Master for	
Wagon-Master for	
head work-oxe	
to be ranched at	dollars per month.
(Signed in Duplicate.)	
-	
Bereived,	. Ranche,
Wagon-Master for.	
	branded
to be ranched at	dollars per month.
(Signed in Duplicate.)	
	0.140.000.000
Beceived,	Ranche,
Magon-Master for	· · · · · · · · · · · · · · · · · · ·
head work-oxen, br	randed
to be runched at	dollars per month.
(Signed in Duplicate.)	

## Receipts for Cattle.

#### FORM OF RECEIPT.

Beceived,	Ran Ire,
NVagon- Master for	
head work-oxen, branded	
be tanched at	dollars per month.
(Signed in Duplicate.)	
Beceived,	Ranche
NVagon-Master for head work-oxen, branded	
to be ranched at	
(Signed in Duplicate.)	
Beceived, , 184, of NVagon-Master for	- Ranche,
NVagon-Master for head work-oxen, branded	
to be ranched at	
(Signed in Duplicate.)	

## Receipts for Cattle.

#### FORM OF RECEIPT.

Beceived,	
Nagon-Master for  head work-exen, branded	1
be tanched at  (Signed in Duplicate.)	dollars per month.
	and the second s
Beceived,, 186, of	
Wagon-Master fcr head work-oxen,branded	······································
o be ranched at	
(Signed in Duplicate.)	
Beceived,	Ranche,
Wagon-Master for	
head work-oxen, branded o be ranched at do	allars her mouth
(Signed in Duplicate.)	The state of the s



## Receipts for Outfitting,

#### FORM.

Beceived,

M'agon- Master for.

...., 186 ....., of...

......

the following described acticles:

# and other Property.

FORM.

Beceived,

., 18b ..., of.

M'agen-Master for

the following described acticles:

# Receipts for Outfitting,

#### FORM.

Beceived,

, 186 , of

Magon-Master for

the following described articles:

# and other Property.

#### FORM.

Received,

., 156 , of

Wagon-Master for

the following described acticles:

June Train Expense.				
DATE.			AMOUNT.	
	I Paid cash for wood	1	05	
-	Matches 2 Boxes 15		30	
	I Stroing horse 125 Jallow 4 lbs 20 ds		25	
	Hut Bana 100		00	
	Salt y los 6 cts. no		40	
XI.	Materis & Boxes 20 15 Baia cash To Lilo Man		4 N 25	
//	Soap 60 Candels 40		00	
	Wazeron Jung 450		50	
	Juk 15		15	
	2 Jin cups 20		HU	
26	Spoke timber wood to set tier.		50	
	Spoke Timber		17	
1 1	wood to Set tier		80	
Any 8	Salt 60 10000 50	1	111	
95 0 37×4	hips 6 gone coffees \$ 1.80	211	60	

# duy Train Expense.

AMOUNT. 19 Paid each Shing horse 1.50 The Coffee 1.00 24 each paid of Harris 1000 Septis Sweet oil 70 70 26 each to A wilherson 60 . to & Burk 60 getin each to John Smith 1.00 In each paid for Tobacco for men 2.65 19 tash paid To Bayer Ranchex. 3.50 1.00 20 each To I of Coules 50 1 21 cash to of & Brown 00 cash to The H Sauchson 60 24 each for Tobacco for men 3.00 eash for wood 1.50 27 1 Bushel of core 200

lov, I rack of flower 750 coffee 100 5,50 1 Bush clopen 100 beliacto for mon 60

### Rations, &c.

No. Lbs.	ARTICLES.
46	Flour. 23 S/Ko
1 # 2 I	Bacon. 925
57	Coffee. 97
100	Sugar. 200
8	Soda.
5	Soap.
2 Bushels	Beans. 2/3 Bu
30	Rice.
	Salt. 1 Bame
35 w	Dried Apples. 40
25	
75	Tallow. /20
	Lubricator.
	Wrought Nails. 3
72	Cut do 7
1	Pepper.
2	Matches. 6 Boxus
51 2-	Candles 2

## Rations, &c.

	ARTICLES.	
I frage	Tacks. //raf Vinegar. 5 Gal Corn. 3 Hs	
4 SKs	Corn. SHs.	
		-
		- 34
		TS.

# Medicine Chest.

Medicine Chest.			
No. Rec'd, No. Ret'd, Exp'd,			
	Oz. Quinine.		
4	Oz. Calomel.		
4	Bxs. Cook's Pills.		
	Bot. Castor Oil.		
	Bot. Spirits Camphor.		
	Bot. Turpentine.		
	Bot. Liniment.		
/	Bot, Garg, Oil,		
	Bot. Mustard.		
	Bot. Diarrhea Mixture.		
	Bot, Ink.		

Pencils.

Qr. Paper.

Pk. Envelopes.

Ball Twine.

Bot. Pain Killer.

Pkg. Needles.

Doz. Pens and Holders.

#### Ammunition.

No. Rec'd.	No. Ret'd.	Exp'd.	
14			Guns.
2			Revolvers.
0			
14 3 2			Lbs. Powder.
10			Lbs, Lead,
			Bxs. Caps.
	-		
		_	
L.			
<b>—</b> .			
	-		
1			90

175 Miscellaneous. 646.01 Orain Dr To Boule ans afe 751.81 Of O Brad ford 1 H of Huto 46-66 D Simonts 45 33 Peter bain 146.34 ele on 5 9. 25 6 & Brook 53 33 WH Davidson 113 33 Tonos Harris 10000 elain & Syrove 14797 of Not Micery 172 33 Cheirles Cameron 11549 17000 1) Floorules G F odel 5983 of of Charteen 128 00 11 Dan Con 151 66 WH Coronto 120 00 Wm Peper 86 33 Sivi Tivingood 125 00 do do 11500 EM Grules WWAN Baxter 41 33

			76
I	Miscellaneous.		
	ant up	3563	00
"	To A Winghtonen	41	33
4	" Bud Cowler	//3	
"	" Ms coy	172	
4	It Wilkeson	111	
,,	i Jom Latham	113	
,,	"WE Nance	121	
	7		
1)	"WH Welkason		
r .		139	
	" Mark Anold		
. н	" Ges Lettle		
- //	" Show Ryan		
- 11	" Vas Sportson		
/)	" A & Brown	113	34
- · · · · · · ·	" bortes Tempin		
"	" W Dunean	75	00
q	" Jas Camoron		
и	" Cates	154	
_16	" Joseph Cattet	44	50
"	" John Poque	96	k .
- "	" A Wilson	46	
. [	" I W Mann	1	
-		45	
10-	" Won Andrews	88	200

Wiscerancous.			
amt up 6 hardes Ms Can	574	72	
Dolfin Lowerrash	113		
The rand Brooks	159	18	
Hiram Benke	80		
A Bustin	60.		
B # Ballow	81		
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Sotter ABaty	773		
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The state of the state of			



Wagon-Master, if he makes a good trip.

Milliam Loter July 26
Chicking of Bible "26
John of Derneon aught
Le Bourke July 29
William Betherilan vinty 25
John Breack July 25
Alex From Hor Willy 25

Alex From Hor Guttol

Vany Chadeson & Figer

# TRAKK,

General No ....

Wagnin Master.

Left design

Returned John S

Whitemer Hery I